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4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
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HONGKONG OFFICE: 104, DES VUEX ROAD, U.I.
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The Daily Press.

HONGKONG, MAY 15th, 1907.

In China there is no doubt generally an excess of ceremonious politeness and outward demonstration of respect. This has often been made a subject of good natured satire and ridicule; it is not to be denied that Chinese politeness at times has its comic aspect; but it is a mistake to ignore that it has also its good side. We may be amused at what appears to us the overstrained ceremoniousness in the constant use of the title of "great old father"—often to a person much younger than the one to whom it is addressed—and the constantly recurring epithets of "honourable" as applied to all belonging to the person addressed and "comtemptible" to all unappertaining to the speaker himself. Such extreme formality may be smiled at as a little out of date; but we must not forget that it does not go so far beyond that which was once observed in all European countries as is often supposed. In fairness we must remember that the survival of this rather heavy social procedure is only a part of Chinese conservatism. We need not be surprised that social as well as political "old custom" is carefully preserved by a people so tenacious of everything that is ancient. While Europeans are more and more inclined to throw aside antiquated forms of ceremony, the Chinese adhere to them simply because they are antiquated. Neither lit the exact mark; and it cannot be denied there is a certain amount of error on both sides.

If, however, we look at the practical results of the two systems, it must be admitted there is something to be said in

favour of the Chinese way of treating this matter; and that if they err, their error is in the right direction. Chinese ceremony is undoubtedly overdone. It takes one back to medieval times, and one is apt to be reminded of the lessons given by the dancing master to Monsieur Jourdain as to the way in which he was to approach a duchess: to make a bow, then three steps, forward; then another bow; then three more steps. But China has not yet been blessed with a Molière to laugh such nonsense out of existence. The mode of approaching the duchess is very much the manner in which a Chinese Taoist approaches a Yamen in company of a Consul, the process of deciding who is to go first—as an old British Consul once described it—generally taking something like half an hour; the end being that both enter the sacred precincts together. At the same time, it cannot be denied that out of a somewhat courteous system of ceremony, the ordinary fairly educated Chinaman has learnt how to behave himself; and this after all is the chief use of an outward show of deference. If you meet an educated Chinaman abroad, in America or any of our Colonies, you always find that he behaves in a reasonable, sensible, and courteous manner. He does not call you "old father,"—a compliment which might not be altogether appreciated; but he treats you with deference and to a certain degree with respect. He is easy and self-possessed and generally has the manners of a well-bred man. This, after all, he has learnt in his early days in a very ceremonious school in his native country; and if such be the result which is produced in practical life, one can hardly conclude that the Chinese system, though it may have its comic side, has not also some advantages.

A recent writer in the *Spectator* says that in the present day "as we travel about in trains and streets and meet our fellow creatures at close quarters without knowing anything about them, we neither give nor expect to receive any formal deference at all." This is probably somewhat overstated; but it is not encouraging that the writer considers such a state of things as quite natural and satisfactory. It is not what you find anywhere on the Continent, where deference to a stranger is looked upon as a matter of course. The assertion seems to be an unintentional admission that there is some foundation for the complaints of want of something of the old ceremony, in the present day, the absence of which is somewhat hastily assumed to be of so little consequence. Take away all show of deference even to people we meet in the streets and of whom we know nothing, and life is apt to become a somewhat more rough affair than even the most modern and optimistic writers could quite approve of. It has been said that the best manners are no manners, but it does not follow that no manners are the best.

Yesterday there were three cases of plague reported.

The "rubber" between the Civil Service and the Police Bowling Clubs takes place on Saturday on the ground of the former.

For carrying ten passengers in excess Mr. G. N. Orme yesterday fined the master of the steam launch *Li Choy* \$10.

The final for the bowling championship of the Civil Service Bowling Club will be played on Thursday night between L. E. Brett and either W. Kelly or A. Blowsy.

The *Vossische Zeitung* refers to a proposed form of female conscription in Germany. It is suggested that all young women shall undergo one year's compulsory training as nurses in the army and navy hospitals and ambulance corps.

The annual "at home" of the Civil Service Cricket Club will be held at the marshes, Happy Valley, on Whit Monday, 20th instant. There will be a programme of adults' and children's sports at the conclusion of which the Hon. Mr. W. Chatham, president of the Club, will present the prizes.

Indian constable 733 was charged before Mr. F. A. Hazeland at the Police Court yesterday with assaulting a Chinese woman at Causeway Bay. From the evidence it appeared that complainant and defendant were making for the same seat on a tram car. The constable politely drew back and told the woman to get on the car first. Because she refused he slapped her. His Worship inflicted a fine of \$7.

Among the references in home papers to Sir Matthew Nathan's official career, we note the following:—"Sir Matthew Nathan is an Engineer officer, and saw considerable active service both on the Nile and on the North-West Frontier. When the Colonial Defence Committee was formed, eleven years ago, he was selected as secretary, and won himself such a reputation in Downing Street that he was sent out as Administrator of Sierra Leone. The Governorship of the Gold Coast followed, and then three years ago he succeeded Sir Henry Blake as Governor of Hongkong, with a jump in salary from £3,000 to £5,000 a year."

A mail paper has the following reference to the grounding of H.M.S. *Trafalgar*:—"The *Trafalgar* battleship, while proceeding out of Devonport Harbour into Plymouth Sound, yesterday afternoon, went on the rocks off Devil's Point. A navigating party had gone on board earlier in the day to take the ship to Portsmouth and thence to Sluerness. She was steaming at about five or six knots out of the harbour. The tide was ebbing at 2.15 p.m., when she reached the narrow passage off Devil's Point, and as usual there was a very strong current at this spot and a rather high wind was blowing. It is stated that she took a slightly wrong course, and was brought too near the shore, with the result that she got on the rocks. When she was seen to have touched ground a working party was sent on board from the *Theodosia* cruiser, and six dockyard lugs went to her assistance. The latter got her off at a quarter to 4 o'clock, and the battleship, with one tug in attendance, proceeded under her own steam to the Sound. It is stated that she has 18 in. of water in her fore compartment.

It has already been briefly reported by telegraph that the population of the United States is estimated to have last year reached 83,241,510. Alaska and the insular possessions bring the totals up to 83,182,299. The former figure represents 28 persons per square mile, as compared with 25 in 1900. Among cities, while New York has increased from 3,437,202 to 4,133,043, Chicago has gone from 1,693,576 to 2,048,145, Philadelphia from 1,293,827 to 1,441,735, St. Louis from 875,236 to 846,329, Boston from 561,892 to 602,271, and Baltimore from 509,957 to 553,669. The population of New York State increased from 7,208,884 to 8,226,990, Pennsylvania from 6,302,115 to 6,928,575, Illinois from 4,811,550 to 5,418,964, Ohio from 4,157,545 to 4,448,967, and Indiana from 2,518,461 to 2,710,893. Taking the country as a whole, it seems that the urban population, in places having over 8,000 inhabitants—excluding San Francisco and Los Angeles—was last year 28,466,824, having increased since 1900 by 3,912,183, or 15.9 per cent, while the increase for the rest of the country—4,180,068—was only 8.8 per cent.

Baron Dairoku Kikuchi, member of the House of Peers, Tokyo, and formerly Minister of Education in Japan, and president of the University of Tokyo, dealt with the subject of the education of women in Japan at the meeting of the Japan Society last month. Probably three-quarters of the population married, he said, and female education was based on the assumption, held by the majority of the people, that women would marry. The whole object of the education of girls was, therefore, to fit them to become good wives and wise mothers. Social conditions were changing, and the ideas of women's sphere were widening, but the spirit remained the same. Compared with English homes, Japanese children were more with their parents, especially with the mother, probably because good nurses or governesses were scarce, and, if possible, they were not sent to boarding schools, particularly not before the age of fourteen or fifteen. Japanese wives and mothers sacrificed much for the sake of their children and in taking care of their elders, but they had their reward in the love and reverence of their children.

Expressions of opinion have been received by the *Express* on the desirability of creating a call of misery in bridge. Mr. Diehl, who originated the idea in the *Express*, gave the results of a series of experimental games he has played with the misery call. "The primary lead against a call of misery is the highest card of the shortest suit," he said. "The whole thing is then simply a matter of skill. Misère with partners has much fewer points than misère played individually, as in solo whist—the two things are indeed, absolutely different. In bridge it is frequently of great advantage to take two or three tricks in order to lose the remainder. It is a call that must inevitably be 'left.' Then again, the dealer must on no account leave the call unless he has a hand capable of misère—a hand, that is to say, which would enable him to lose a considerable proportion of tricks, supposing 'dummy' called misère. Thus misère will make for more frequent suit calls, and we have a steadily levelled at the monotony of 'spade' calls. There ought to be no honours in misère. It is meant as 'sop' to the victims of continuous bad hands, and if deuces were counted as honours it would make the call too valuable and against the spirit in which the idea is proposed.

According to Mr. Charles Charleston, the Chairman of the Council of the London Chamber of Commerce, the increase in our foreign trade recorded last year did not necessarily mean greater profits for the various industries concerned. In presiding at the annual meeting of the chamber, he dealt in detail with the great increase shown in the trade of last year. "It must not be overlooked, however," he added, "that price is an important factor when considering the question of actual increase or decrease of overseas commerce. In certain important classes of cotton and other goods the increase of value last year was much greater than the increase in quantity. Generally speaking, too, the increase in profit has not been at all commensurate with the increase in the value of the trade done. In numerous branches of industry complaints are heard that it is impossible to obtain for the manufactured article a sufficient price to compensate for the general advance in the cost of raw material. Then, again, competition, both home and foreign, is ever keener and keener, resulting in a steady decline of profit." It was gratifying to record, added the speaker, that there was an increasing disposition on the part of the Government to consult the chamber on a number of commercial matters.

A sale of obsolete warships took place at Chatham Dockyard last month. The principal vessel sold was the first-class battleship *Sms Pareil*. The vessel was sold subject to the condition that she should be broken up in the United Kingdom within two years. She was purchased by Mr. T. W. Ward, of Sheffield, for £23,600. The third-class battleship *Conqueror* was sold to Castle's Shipbreaking Company Limited, for £16,800; the first-class armoured cruiser *Undaunted* to Messrs. Harris Bros., of Bristol and Falmouth, for £14,400; the t.g.b. *Alarm* to the Shipbreaking Company Limited, London, for £3,650; the steam yacht *Ware* to Messrs. W. Thomas and Sons of Anglesey, for £2,250; and the t.b.d. *Skale* to Messrs. Cox and Co., of Falmouth, for £305.

According to a writer in the *Frankfurter Zeitung*, Dr. Tafel, a German Asiatic explorer, has had the interesting experience of being the first European to have an audience of the Dalai Lama. The event took place on Jan. 11, in the Monastery of Gumbun, on the north-east frontier of Tibet, not far from the Chinese town of Haimingfu. The incarnation of Buddha received the traveller in a partially darkened room. He sat on a dais, elevated about a yard from the floor. Dr. Tafel was accorded no reply to his address, but presents were exchanged, and the Lama placed his hand on his head, as if in benediction, as he rose to leave. "This saintly personage is described as 'a little bit of a man, with thoroughly Tibetan features, a small thin nose, dark eyes, black, rather thick, and drooping moustaches, and a peck-marked skin.' He was clothed in the characteristic shaven garment of the Lama priests, the vest being decorated with beautiful embroidery.

A Korean Court secretary, who was in a state of health thought hopeless by his physician one year ago, decided to start an orphanage, in consultation with one of his intimate friends, an Imperial chamberlain. He defrayed the expenses, over 4,000 yen, of establishing the institution, and installed his second son as the head. This philanthropist subsequently recovered his health, and was able to see the steady progress of the first orphanage in the Hermit Kingdom. His inmates now number over seventy, and are supported by Japanese sympathisers. A number of Court officials attempted to obstruct the scheme, but in the meanwhile the Korean Emperor gave the sum of 1,000 yen to it. Other generous contributors included Viscount Tanaka (Japanese Minister of the Household), Prince Yong, Mr. Mott (secretary of the International Y.M.C.A.), and the wife of the Lord Abbot of the West Hanganji Temple, Kioto. Thus, the founder has so far been able to disburse about 15,000 yen. But the means now available are not enough for the satisfactory maintenance and desired expansion of the institution.

CANTON.

(FROM OUR CORRESPONDENT.)

May 13th.
PHILANTHROPIC CALCULATIONS.
The following facts were made known to the Viceroy in a recent letter sent to him by the American Vice-Consul General here. I am of opinion they will do much towards increasing the terms of intimacy between Chinese and Americans, if they be brought before the notice of the public through the active press.

In a letter from the Executive Committee of the American National Red Cross Society, there occurs the following summary of American aid so far rendered to the famine sufferers in China:—

"Many thanks for Mr. Rodger's [American Consul General at Shanghai] despatch. He speaks of the \$45,000 sent in money as representing 30 per cent. of all money received from all over the world, not counting the \$29,000 worth of flour we have shipped nor the 7,500 bushels of seed wheat. As since then we have sent for the *Christian Herald* \$65,000 more, and we hope to ship \$10,000 more worth of flour on the next Pacific Mail steamer, I think this, with the transport of \$100,000 worth of provisions that the *Christian Herald* plans to send in April, will make a total contribution of about \$250,000 in value, without counting the Government donation of the use of the transport *Buford*."

These donations represent on the part of the people of the United States a warm and cordial sympathy for the Chinese, which, it is supposed, cannot fail to make an impression in China.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley from the 11th to 13th May, 1907. The following returns were made:—

ROBERTSON FAREWELL CUP.			
*Mr. F. W. Warre	89	5	83
Dr. G. M. Harston	94	7	87
Mr. T. C. Gray	96	9	87
(19 entries.)			
POOL.			
*Mr. R. O. Hatchison	82	2	80
Mr. F. W. Warre	88	7	81
Dr. G. M. Harston	94	9	85
Mr. T. C. Gray	96	11	85
Mr. E. G. Merrell	104	18	86
(32 entries.)			

* Winner of Robertson Farewell Cup.
† Winner of Pool.
The Captain's Cup for 1906, presented by Mr. E. J. Grist, was won outright by Mr. C. Paul Chater who defeated Mr. F. W. Warre in the final.

LATEST STEAMER MOVEMENTS.

The H.A. Line str. *Brigantia* left Amoy on 14th May at 6 a.m.; and may be expected here to-morrow morning.
The C.P.R. str. *Empress of India* arrived Nagasaki at 5 p.m. on Monday the 13th May, and left again at 10 p.m. same day for Kobe where she was due to arrive at 10 p.m. on Tuesday the 14th May.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BRITAIN THANKS JAPAN.

Tokyo, May 14th.

Mr. Lowther has informed the Japanese Government that he is instructed by the British Government to express its appreciation of, and thanks for, the assistance rendered by the Japanese Government in saving the cargo of the s.s. *Dakota*.

[REUTER'S SERVICE.]

THE HEIR APPARENT OF SPAIN.

London, May 12th.

The baby Crown Prince is making splendid progress. The Spaniards are delighted at the resolve of Queen Victoria to nurse the child herself.

At the Civil registration of the Heir Apparent, this morning, the young Prince received the names of Alfonso Eduardo.

THE UNITED STATES AND JAPAN.

London, May 12th.

At a dinner given to Baron Kuraki, in Washington, by President Roosevelt, Mr. Taft said that he hoped the present cordial relations between Japan and the United States would always exist.

PRINCE FUSHIMI'S VISIT.

London, May 12th.

On Saturday Prince Fushimi visited Windsor Castle, and laid a wreath on the tomb of the late Queen Victoria. In the evening the Prince attended a luncheon given in his honour by Sir Henry Campbell-Bannerman, at which Baron Komura and Sir Edward Grey were present. Sir Henry Campbell-Bannerman toasted the King, Mikado, and Prince Fushimi returned cordial thanks.

SIR ELTON GORST'S CAREER.

In appointing Sir Elton Gorst to the high post vacant in Egypt the Government has, it is believed, acted not only on the advice of Sir Edward Grey, but on the personal recommendation of Lord Cromer himself. He may be said to have been the favourite pupil of Lord Cromer. He has been thoroughly grounded by that statesman in all that appertains to Egyptian affairs, possesses his complete confidence, and next to the great financier himself, the deservest credit with Lord Milner for the financial reforms achieved in Egypt. More recently Sir Elton Gorst has been the present Foreign Secretary's "right hand man" in London, where, as Assistant Under-Secretary for Foreign Affairs, he has been brought into contact with the diplomatic world at its central, and perhaps its most important, point. In character quiet but brilliant, undemonstrative but determined, still in the prime of life, Sir Elton Gorst will be able to deal, not only with the financial aspect of Egyptian affairs but with any social or political phenomena which may call for the savvy of a diplomat with the inflexibility of a ruler. Finance, as becomes a pupil of Lord Cromer, has been his special study. In organisation he has had considerable experience, having been responsible in 1894 for the reorganisation of the Egyptian Consular General also to be notable as the first police and the internal administration of the country. He will also be notable as the first knowledge of Arabic.

The son of the Right Hon. Sir John Gorst, the new Consul-General was born in New Zealand forty-six years ago, and was educated at Eton and Trinity College, Cambridge, of which he is a Master of Arts, and where he took the twentieth place in the now abolished Wranglership. Some time after leaving his university, Sir Elton Gorst was for a time secretary. Later he studied for the Bar, to which he was called in 1884. A year later he was nominated an Attaché in the Diplomatic Service, and after passing a competitive examination and an examination in public law, obtained his first appointment in Cairo on Sept. 24, 1886. From the beginning of his service in Egypt it may be said that he was singled out, along with Lord Milner, who was one of his colleagues, as one of the "promising young men" of the day. In the year following his advent in Cairo he was appointed a "third Secretary in the Diplomatic Service."

He received his first Egyptian appointment of importance in 1890, when he was made Controller of Direct Revenues. This post he held until 1892, when he succeeded Lord Milner as Under-Secretary of State for Finance. Two years later he was selected to reorganise the police administration and internal affairs as Adviser to the Ministry of the Interior, to which some four years later he became Financial Adviser. For his services in this and in other directions he was rewarded in 1912 with the K.C.B. In the following year he married a daughter of Mr. C. D. Radcliff, of Ardnamurchan, whose accomplishments as a charming hostess should prove invaluable to her husband in the dispensation of that hospitality which is such a feature of the social side of Egyptian life.

AMERICAN CONSULAR CHANGES.

The following promotions in the U.S. Consular Service in the Far East were announced in Washington on the 5th ultimo:—
Mr. Thomas Sammons from Consul-General at Nanchang to Consul-General at Seoul.
Mr. Thomas E. Heenan from Consul at Odessa to Consul-General at Nanchang.
Mr. Theodor Haines from Consul at Nanking to Consul-General at Singapore.
Mr. James C. McNally from Consul at Liège to Consul at Nanking.
Mr. Roger S. Greene from Consul at Vladivostok to Consul at Dalny.
Mr. Paul Nash from Consul at Venice to Consul at Vladivostok.
Mr. George H. Seidmore from Vice-Consul at Yokohama to Consul at Nagasaki.

LEGISLATIVE COUNCIL.

More than usual interest centres in the meeting of the Legislative Council summoned for Thursday afternoon. It is the occasion on which the report of the Commission should be laid on the table, and doubtless this important production will dwarf the business of the day. The Colonial Secretary will propose an additional bye-law under section 16 of the Public Health and Buildings Ordinance, 1903, and the Hon. Mr. H. E. Pollock has given notice of his intention to ask the following questions:—

- (a) When will work on the new harbour of refuge be commenced?
- (b) How long is such work likely to take?
- (c) What was the cost of erecting the retaining wall on the south side of the Signal Station at Blackhead's point?
- (d) Who has ultimately to bear the cost of such retaining wall?
- (e) Has the Government received any report from Mr. Hallifax with reference to motor fire engines or an improved system of fire-alarms?
- (f) If the Government has received such a report, will the Government lay it upon the table?

The orders of the day are:—First reading of a Bill entitled An Ordinance to authorise the Appropriation of a Supplementary Sum of Four hundred and seventy-seven thousand eight hundred and forty-nine Dollars and fifty-three Cents, to defray the charges of the Year 1906. First reading of a Bill entitled An Ordinance to remove doubts as to the validity of the proceedings of the Supreme Court of this Colony during the time that Alfred Gascoyne Wise, Esquire, held the office of Puisne Judge of such Court from the 25th day of June 1902 down to the present time. First reading of a Bill entitled An Ordinance to amend the Married Women's Property Ordinance, 1906. First reading of a Bill entitled An Ordinance to amend the Probates Ordinance, 1887. First reading of a Bill entitled An Ordinance for the incorporation of the Hongkong College of Medicine.

FUNNELS AND FLAGS.

NAVIGATION OF THE SUEZ.

Great anxiety is felt among navigators regarding the continued sitting up of sand in the River Scheldt, while the authorities seem entirely indifferent to the conditions, which may prove fatal to navigation. The depth of the water in certain channels is so small, and the channels are becoming so narrow, that large steamers are unable to proceed at night. Out of thirty-five new lights which have been declared absolutely necessary for the safety of the traffic the Government has only granted nine. The present dredging operations are said to be totally inadequate to cope with the rapidly increasing sandbanks. The captain of a great liner, with twenty-six years' experience trading here, says that unless an immediate remedy is provided by the Government, liners will not be able to reach Antwerp, save on exceptionally high tides.

LONDON MARINE INSURANCE.

The Times notes on April 8th:—A distinct change has come over this market during the past two or three weeks, and it really looks as if the much-needed stiffening process had seriously begun. Underwriters are more and more standing out for rates which they regard as reasonable, and they have frequently the satisfaction of seeing business come to them on their own terms which a day or two before they had allowed to pass because the original rates offered were inadequate. An experience of this kind is the best possible test of market conditions, and it has been sufficiently common of late to show that underwriters have it within their power to improve materially the whole position of their business. The losses of the past three months have rubbed off what little gilt there was on the 1906 accounts, and their efforts have been severely felt by nearly every one. It is this common suffering which has led to the present improvement.

AN AUSTRALIAN MERCHANT'S IDEAS.

Mr. Edward Trevelin, of the firm of Messrs. Gilbert McCall and Co., trading with Australia, China, the Straits Settlements, and South and East Africa, who is chairman of the Australian Merchants' Association, and a member of the Australian Section of the London Chamber of Commerce, told the Royal Commission that in his opinion the success and prosperity of British merchants was bound up with the success and prosperity of British shipping, and any legislation prejudicial to the one must react upon the other. The question of shipping rings and conferences should be considered with special regard to the fact that British merchants and shipowners had to meet foreign competition. The deferred rebate system, the history of which Mr. Trevelin traced, was now no longer carried on by the shipping signing an agreement to support the conferences lines, but having given them his support he sent in his claim for rebate accompanied by a declaration that during the preceding twelve months he had shipped only by the conference lines. The rebate was then paid in consideration of his support. The shipowners bound themselves by their agreement not to ship on their own account, thus preventing the custom which had previously prevailed of merchants buying goods to fill up their vessels.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 14th at 11.45 a.m.—The barometer has fallen moderately over S. China and Formosa, and risen considerably over N. China. The high pressure area is over the Pacific in the neighbourhood of the Loochoos, and pressure is low over the N. part of the Sea of Japan, and over S.W. China.
Moderate N.E. and variable winds may be expected in the Formosa Channel, and moderate S.E. and S. winds over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood { S. winds moderate, showery.
N.E. and variable winds.
Formosa Channel { S.E. winds; moderate.
South coast of China between { S.E. winds; moderate.
Hongkong and Loochoos { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Hainan { Same as No. 1.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. For Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. 654

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMBERS	TO SAIL	REMARKS.
SHANGHAI	CELESTIA Capt. W. Hayward, R.N.R.	About 16th May	Freight and Passage.
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 18th May	See Special Advertisement.
LONDON and AN PWERP	FORMOSA Capt. B. W. H. Snow	About 22nd May	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO- HAMA	SOCOTRA Capt. W. R. Hickey	About 25th May	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 11th May, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STAMBERS	TO SAIL
TSINGTAO and CHEFOO	"NANCHANG"	On 16th May, 4 P.M.
SWATOW and SHANGHAI	"HOIHOW"	On 16th May, 4 P.M.
TIENSIN	"KUEICHOW"	On 17th May, 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 17th May, 4 P.M.
HOIHOW and HAIPHONG	"CHIHLEI"	On 21st May, daylight
MANILA	"TIENTSIN"	On 21st May, 4 P.M.
CEBU and ILOILO	"TSINAN"	On 23rd May, 4 P.M.
KOBE	"KIUKIANG"	On 25th May, 4 P.M.
SWATOW and SHANGHAI	"SHAOSHING"	On 29th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DAUIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 8th June, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—
Hongkong, 15th May, 1907.BUTTERFIELD & SWIRE.
AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER
11 days Across the Pacific to the "EMPIRE LINE" Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)	ARRIVE VANCOUVER
"EMPIRE OF JAPAN"	WEDNESDAY, 22nd May	15th June
"EMPIRE OF JAPAN"	THURSDAY, 31st May	24th June
"EMPIRE OF JAPAN"	WEDNESDAY, 19th June	13th July
"EMPIRE OF CHINA"	THURSDAY, 4th July	22nd July
"EMPIRE OF CHINA"	WEDNESDAY, 17th July	10th August
"EMPIRE OF INDIA"	THURSDAY, 1st Aug.	19th August

"EMPIRE" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPIRE" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 282.
Intermediate Steamers at 12 Noon, via St. Lawrence 240; via New York 242.

H.M.S. "EMPIRE OF JAPAN," "EMPIRE OF CHINA" and "EMPIRE OF INDIA" carry Intermediate
passengers only at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* ANPING, VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 15th May, at 8 A.M.
* TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. Smith	SUNDAY, 19th May, at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th May, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BAYERN" Capt. M. T. Laff	Wednesday, 22nd May, 4 Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHARNHORST" Capt. L. Balte	About Wed., 22nd May.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Senden	Thursday, 23rd May, at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. Lenz	About Friday, 31st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblil	Saturday, 1st June, at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th May, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAH	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIBODAS	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI	JAVA	First half of June	JAPAN	Second half of June
TJILATJAP	IN PORT	Second half of June	JAVA PORTS	Second half of June
TJILIWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 30th April, 1907.

NOTICES TO CONSIGNEES

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SECOVIA,"
Captain Schoenfeldt, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery
of their Goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given To-day.

Any Cargo impeding Landing or extra hazard-
ous Goods will be landed into the Godowns of the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th May, 1907.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU," Cargo are
hereby informed that their Goods, with the
exception of Opium, Transfers and Valuables,
are being landed and stored at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
Thursday, the 9th inst., at 11 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 23rd
inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
Agents.

Hongkong, 9th May, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the
15th inst., will be landed at Consignees' risk and
expense.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, 13th May, 1907.

S.S. "OCEANIAN,"

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London ex.s.s.
"Cordouan" form Havre, ex.s.s. "Cordouan"
from Bordeaux, ex.s.s. "Villedo Bordeaux Pre-
deride Morel" in connection with above Steamer
are hereby informed that their Goods, with the
exception of Opium, Transfers and Valuables, are
being landed and stored at their risks into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees,
before NOON To-day, requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Monday, the 20th inst., at Noon, will be subject
to rent and landing charges.

All claims must be sent in to me on or before
the 20th inst., or they will not be recognised.

All damaged packages will be examined on
Monday, the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th May, 1907.

ON SALE. THE DIRECTORY AND CHRONICLE

FOR
CHINA, JAPAN, COREA, INDO-CHINA
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES.BORNEO, &c.,
WITH HIGH ARE INCORPORATED
THE CHINA DIRECTORYAND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1907.

THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.
Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
Port, or Settlement is provided with a DESCRI-
PTION, carefully revised each year, most of
which will serve as accurate GUIDES FOR THE
Tourist, giving every detail in connection with
the place, their History, Topography, &c., &c.
The Information in these Descriptions, con-
sisting of a hundred interesting articles, packed
with facts concisely set out, and containing
statistics of the Trade of each Country and
Port, would alone suffice to fill a large volume.
Royal Octavo—Complete with Fifteen Maps,
and Plans, pp. 1,720, 10,000. Directory only
pp. 1,300, \$6.00.

The Directories and Descriptions are of

CHINA	Canton
Peking	Wampoa
Tientsin	Kowloon
Yokohama	Lappa
Shanghai	Sanchei
Manila	Kongmoon
Swatow	Wuchow
Amoy	Kwangchow
Shanghai	Pakhoi
Shanghai	Hoihow
Shanghai	Longchow
Shanghai	Mengtze
Shanghai	Hokow
Shanghai	Szema

JAPAN AND FORMOSA

CHINA	Canton
Peking	Wampoa
Tientsin	Kowloon
Yokohama	Lappa
Shanghai	Sanchei
Manila	Kongmoon
Swatow	Wuchow
Amoy	Kwangchow
Shanghai	Pakhoi
Shanghai	Hoihow
Shanghai	Longchow
Shanghai	Mengtze
Shanghai	Hokow
Shanghai	Szema

EASTERN SIBERIA

CHINA	Canton
Peking	Wampoa
Tientsin	Kowloon
Yokohama	Lappa
Shanghai	Sanchei
Manila	Kongmoon
Swatow	Wuchow
Amoy	Kwangchow
Shanghai	Pakhoi
Shanghai	Hoihow
Shanghai	Longchow
Shanghai	Mengtze
Shanghai	Hokow
Shanghai	Szema

HONGKONG AND ITS DEPENDENCIES

CHINA	Canton
Peking	Wampoa
Tientsin	Kowloon
Yokohama	Lappa
Shanghai	Sanchei
Manila	Kongmoon
Swatow	Wuchow
Amoy	Kwangchow
Shanghai	Pakhoi
Shanghai	Hoihow
Shanghai	Longchow
Shanghai	Mengtze
Shanghai	Hokow
Shanghai	Szema

FRENCH INDO-CHINA

CHINA	Canton
Peking	Wampoa
Tientsin	Kowloon
Yokohama	Lappa
Shanghai	Sanchei
Manila	Kongmoon
Swatow	Wuchow
Amoy	Kwangchow
Shanghai	Pakhoi
Shanghai	Hoihow
Shanghai	Longchow
Shanghai	Mengtze
Shanghai	Hokow
Shanghai	Szema

MALAY STATES

CHINA	Canton
Peking	Wampoa
Tientsin	Kowloon
Yokohama	Lappa
Shanghai	Sanchei
Manila	Kongmoon
Swatow	Wuchow
Amoy	Kwangchow
Shanghai	Pakhoi
Shanghai	Hoihow
Shanghai	Longchow
Shanghai	Mengtze
Shanghai	Hokow
Shanghai	Szema

NETHERLANDS INDIA

CHINA	Canton
Peking	Wampoa
Tientsin	Kowloon
Yokohama	Lappa
Shanghai	Sanchei
Manila	Kongmoon
Swatow	Wuchow
Amoy	Kwangchow
Shanghai	Pakhoi
Shanghai	Hoihow
Shanghai	Longchow
Shanghai	Mengtze
Shanghai	Hokow
Shanghai	Szema

NATAL LINE OF STEAMERS

CHINA	Canton
Peking	Wampoa
Tientsin	Kowloon
Yokohama	Lappa
Shanghai	Sanchei
Manila	Kongmoon
Swatow	Wuchow
Amoy	Kwangchow
Shanghai	Pakhoi
Shanghai	Hoihow
Shanghai	Longchow
Shanghai	Mengtze
Shanghai	Hokow
Shanghai	Szema

THE WORKS well equipped with

THE WORKS well equipped with
APPLIANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

THE COMPANY has the powerful steamers
"OURA-MARU" (712 tons, 700 I.H.P.)
equipped with necessary gear, always ready
for service.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with LINDO
CHINA STEAM NAVIGATION Co.'s fortnightly
service home to CALCUTTA, every fortnight
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED
General Agents for China and Japan,
Hongkong, 4th August, 1898.

CHUNG NGOI SAN PO
(Chinese Daily Press).

Is the oldest and still incomparably the best
medium for Advertising among the
Native Community.

Established for nearly FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.

Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Vaux Road,
Central, Hongkong; 131, Fleet Street, London;
or from the different Agents.

Documents translated from or into Classical
or Colloquial Chinese.

Russian.—S. Petersburg, 1881; Russian Land
Trade, 1881.
Portugal, 1888; Commercial Treaty, 1904.
FINAL Protocol made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1894; Dantes Convention 1895.
Russia, Agreements as to Korea; United
States, Extension Treaty, 1895; Great
Britain (Alliance) 1905; Russia (Peace
Treaty) 1905.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1878;
Japan, 1905. United States, 1882; Great
Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1855 and 1896; France, 1893
and 1904; Japan, 1893; Russia, 1893.
Great Britain and France, Siam Frontier.
Great Britain and Russia, Railway Convention
1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
LOCAL DOCUMENTS

Orders in Council for Government of H.B.M.'s
Subjects in China and Corea, and in Siam.
Subjects of H.B.M.'s Supreme and other Courts
in China, &c.; Tables of Court and Consular
Fees; Charter of the Colony of Hong-
Kong; Malay States Federation Agreement;
Table of Hongkong Court Fees; Admiralty
Rules, Foreign Jurisdiction Act; Regu-
lations for the Consular Courts of United
States; United States Consular and Court
Fees; Rules of Court of Consuls of Siam;
Chinese Consular Fees; Hongkong Consular
Fees; Consular and Letters Patent Fees; Port
Regulations for China; Harbour Regulations
for Japan.

THE CHRONICLE and DIRECTORY, al-
though condensed in every possible manner, con-
tains every year more pages.

It was years ago universally pronounced to be
the cheapest work of the kind anywhere
published, and although very much enlarged
and improved in every way, the price in paper
is now below the equivalent of £1.5s. at which
it was originally published.

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131, Fleet Street, E.C.

PARIS: Messrs. G. E. Paul & Co., Ltd.,
30, Cornhill, E.C.

GERMANY: Messrs. Maillat & Wadsworth,
Frankfurt a/M.

POST OFFICE NOTICES.

The Oceana with the English mail of the 19th April, left Singapore on Saturday, the 11th instant, at 10.30 a.m., and may be expected here to-day, at 3 p.m. This packet brings replies to letters despatched from Hongkong on the 19th March, and the parcel mails closed in London for despatch by the sea route on the night of the 10th of April, and for despatch overland on the early morning of the 17th April.

FOR	PRE	DATE
Swatow and Bangkok	Pharmay	Wednesday, 15th, 8.00 A.M.
Huiphong	Hanoi	Wednesday, 15th, 9.00 A.M.
Swatow and Shanghai	Tungtung	Wednesday, 15th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Kanama Maru	Wednesday, 15th, 1.00 P.M.
Singapore	Sui Tai	Wednesday, 15th, 3.00 P.M.
Macao	Kwangshing	Wednesday, 15th, 3.30 P.M.
Swatow, Chefoo and Pientsin	Swatow	Thursday, 16th, 1.15 P.M.
Swatow and Shanghai	Swatow	Thursday, 16th, 1.15 P.M.
Tientsin and Newchwang	Swatow	Thursday, 16th, 3.00 P.M.
Swatow, Thursday 12.00	Swatow	Thursday, 16th, 3.00 P.M.
Canton, Thursday 12.00	Swatow	Thursday, 16th, 3.00 P.M.
Tenaville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Nikko Maru	Friday, 17th, 11.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed at 5 p.m. on Friday, the 17th May.

Macao, Singapore, Penang and Calcutta, (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Friedrich Wilhelmshafen, Herberich, hols, Mamp, Simpsonhafen, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide, Perth and Fremantle.

Cebu and Iloilo, (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS
Hongkong, May 14th.		
Alhambra	Pa. 200	\$120.
Banks		
Hongkong & Shanghai	\$125	\$100, sellers
National B. of China	40	\$61.
Bell's Asbestos E. A.	125. 6d.	\$7, sellers
China-Bornco Co.	\$12	\$94, sellers
China Light & P. Co.	\$10	\$7.
China Provident	\$10	\$9, sales & sel.
Cotton Mills		
Ever	11s. 6d.	11s. 6d.
Hongkong	\$10	\$114, sellers
International	7s. 6d.	7s. 6d.
Laun Kung Mow	11s. 6d.	11s. 6d.
Seychoe	11s. 6d.	11s. 6d.
Dairy Farm	\$8	\$154.
Docks and Wharves		
H. & K. Wharf & G.	\$50	\$50, sellers
H. & W. Dock	\$50	\$115, sellers
New Amoy Dock	\$50	\$115, buyers
Shanghai Dock	11s. 6d.	11s. 6d.
S'wai & H. Wharf	11s. 6d.	11s. 6d.
Farwick & Co. Geo.	\$25	\$18, sellers
Green Island Cement	\$10	\$154, buyers
Hongkong & C. Gas.	\$10	\$115, buyers
Hongkong Electric	\$10	\$115, buyers
Hongkong Hotel Co.	\$10	\$115, buyers
Hongkong Ice Co.	\$10	\$115, buyers
Hongkong Rope Co.	\$10	\$115, buyers
Insurance		
Canton	\$50	\$250, sellers
China Fire	\$50	\$250, sellers
China Traders	\$50	\$250, sellers
Hongkong Fire	\$50	\$250, sellers
North China	\$50	\$250, sellers
Union	\$50	\$250, sellers
Yankee	\$50	\$250, sellers
Land and Building		
Hongkong Land	\$100	\$107, sellers
Humphreys' Estate	\$10	\$11, sellers
Kowloon Land & B.	\$10	\$11, sellers
Shanghai Land	11s. 6d.	11s. 6d.
West Point Building	\$50	\$48, buyers
Mining		
Charbonnages	Fr. 250	\$450, buyers
Sauze	1910	\$7, sellers
Peak Tramways	\$10	\$12, buyers
Philippine Co.	\$10	\$5.
Refineries		
China Sugar	\$100	\$120, sales
Luzon Sugar	\$100	\$120, sales
Steamship Companies		
China and Manila	\$25	\$154, buyers
Douglas Steamship	\$50	\$254, buyers
H. & K. M. S.	\$15	\$15.
Indo-China S. N. Co.	\$15	\$15, sellers
Shell Transport Co.	\$15	\$15, sellers
Star Ferry	\$15	\$15, sellers
Do. New	\$15	\$15, sellers
South China M. Post.	\$25	\$24.
Steam Laundry Co.	\$5	\$5.
Campbell, M. & Co.	\$10	\$20, sellers
Forrest & Co. Wm.	\$10	\$20, sellers
Watson & Co. A. S.	\$10	\$20, buyers
United Asbestos	\$5	\$104, buyers
Do. Founders	\$5	\$104, buyers
Union Waterboat Co.	\$10	\$121, buyers

VERNON & SMYTH.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	May 14th.
Telegraphic Transfer	2/11 1/2
Bank Bills, on demand	2/11 1/2
Bank Bills, at 30 days' sight	2/11 1/2
Bank Bills, at 60 days' sight	2/11 1/2
Credit, at 4 months' sight	2/11 1/2
Documentary Bills, at 4 months' sight	2/11 1/2

ON PARIS.

Bank Bills, on demand	2/6 1/2
Credit, at 4 months' sight	2/6 1/2

ON GERMANY.

On demand	2/7 1/2
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ON NEW YORK.

Bank Bills, on demand	52 1/2
Bank Bills, at 30 days' sight	52 1/2
Bank Bills, at 60 days' sight	52 1/2
Bank Bills, at 90 days' sight	52 1/2
Bank Bills, at 120 days' sight	52 1/2
Bank Bills, at 150 days' sight	52 1/2
Bank Bills, at 180 days' sight	52 1/2
Bank Bills, at 210 days' sight	52 1/2
Bank Bills, at 240 days' sight	52 1/2
Bank Bills, at 270 days' sight	52 1/2
Bank Bills, at 300 days' sight	52 1/2
Bank Bills, at 330 days' sight	52 1/2
Bank Bills, at 360 days' sight	52 1/2

ON BOMBAY.

Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2

ON CALCUTTA.

Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2

ON SHANGHAI.

Bank, at sight	73
Private, 30 days' sight	73 1/2
Private, 60 days' sight	73 1/2
Private, 90 days' sight	73 1/2
Private, 120 days' sight	73 1/2
Private, 150 days' sight	73 1/2
Private, 180 days' sight	73 1/2
Private, 210 days' sight	73 1/2
Private, 240 days' sight	73 1/2
Private, 270 days' sight	73 1/2
Private, 300 days' sight	73 1/2
Private, 330 days' sight	73 1/2
Private, 360 days' sight	73 1/2

ON HONGKONG.

On demand	82 1/2
On 3 months' sight	82 1/2
On 6 months' sight	82 1/2
On 9 months' sight	82 1/2
On 12 months' sight	82 1/2
On 15 months' sight	82 1/2
On 18 months' sight	82 1/2
On 21 months' sight	82 1/2
On 24 months' sight	82 1/2
On 27 months' sight	82 1/2
On 30 months' sight	82 1/2
On 33 months' sight	82 1/2
On 36 months' sight	82 1/2
On 39 months' sight	82 1/2
On 42 months' sight	82 1/2
On 45 months' sight	82 1/2
On 48 months' sight	82 1/2
On 51 months' sight	82 1/2
On 54 months' sight	82 1/2
On 57 months' sight	82 1/2
On 60 months' sight	82 1/2

ON SINGAPORE.

On demand	82 1/2
On 3 months' sight	82 1/2
On 6 months' sight	82 1/2
On 9 months' sight	82 1/2
On 12 months' sight	82 1/2
On 15 months' sight	82 1/2
On 18 months' sight	82 1/2
On 21 months' sight	82 1/2
On 24 months' sight	82 1/2
On 27 months' sight	82 1/2
On 30 months' sight	82 1/2
On 33 months' sight	82 1/2
On 36 months' sight	82 1/2
On 39 months' sight	82 1/2
On 42 months' sight	82 1/2
On 45 months' sight	82 1/2
On 48 months' sight	82 1/2
On 51 months' sight	82 1/2
On 54 months' sight	82 1/2
On 57 months' sight	82 1/2
On 60 months' sight	82 1/2

ON MANILA.

On demand	82 1/2
On 3 months' sight	82 1/2
On 6 months' sight	82 1/2
On 9 months' sight	82 1/2
On 12 months' sight	82 1/2
On 15 months' sight	82 1/2
On 18 months' sight	82 1/2
On 21 months' sight	82 1/2
On 24 months' sight	82 1/2
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On 36 months' sight	82 1/2
On 39 months' sight	82 1/2
On 42 months' sight	82 1/2
On 45 months' sight	82 1/2
On 48 months' sight	82 1/2
On 51 months' sight	82 1/2
On 54 months' sight	82 1/2
On 57 months' sight	82 1/2
On 60 months' sight	82 1/2

ON CANTON.

On demand	82 1/2
On 3 months' sight	82 1/2
On 6 months' sight	82 1/2
On 9 months' sight	82 1/2
On 12 months' sight	82 1/2
On 15 months' sight	82 1/2
On 18 months' sight	82 1/2
On 21 months' sight	82 1/2
On 24 months' sight	82 1/2
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On 42 months' sight	82 1/2
On 45 months' sight	82 1/2
On 48 months' sight	82 1/2
On 51 months' sight	82 1/2
On 54 months' sight	82 1/2
On 57 months' sight	82 1/2
On 60 months' sight	82 1/2

ON HONGKONG TIDE TABLE.

From May 15th to 21st, 1907.
To correct Zone Time add 23 min. and 18 sec.

High Water.	Low Water.
Hongkong Mean Time.	Hongkong Mean Time.
Day of Week.	Day of Week.
Month.	Month.
Year.	Year.
Wed. 15	10 15 5
Thurs. 16	10 15 5
Fri. 17	10 15 5
Sat. 18	10 15 5
Sun. 19	10 15 5
Mon. 20	10 15 5
Tues. 21	10 15 5

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 14th.

Previous Day	On Date	On Date
24 p.m.	24 p.m.	24 p.m.
Barometer	29.52	29.91
Temperature	79	79
Humidity	81	85
Wind Direction	E	E
Force	2	1
Weather	o	o
Rain	0	0.6
Highest open air Temperature on 13th	78	78
Lowest open air Temperature on 13th	70	70

SHIPPING IN PORT.

STEAMERS.
BOURBON, French str., 300, Le Boul, 6th May—Singapore 3rd May, Rice and General.
Canton, British str., 1,130, Anderson, 9th May—Canton 6th May, Rice—Chinese.
C. A. PEAR, British str., 1,730, L. D. A. Thomas, 12th May—Singapore 7th May, General—D. Sassoon & Co.
CHONGSHING, British str., 1,250, S. J. Payne, 10th May—Tientsin 4th May, General—Jardine, Matheson & Co.
CHUYUK, Chinese str., 1,177, C. Stewart, 11th May—Shanghai 8th May, General—Chinese.
DOROTHY, British str., 2,220, J. N. Wilson, 11th May—Shanghai 7th May, General—Micheles & Co.
EMPEROR OF JAPAN, British str., 3,030, H. Pybus, 7th May—Yankee B.C. 19th April, General—C. P. R. & Co.
FRODO, German str., 1,700, K. Wegner, 13th May—Luzon 7th May, Coal—Sander & Wiedel.
FUKUSU MARU, Japanese str., 1,090, T. Ito, 11th May—Anping 5th May, General—Osaka Shosen Kaisha.
GIBRALTAR, British str., 2,440, O. F. Olsgron, 9th May—Barry, England, 17th March, Coal—H. U. Jeffries.
HEIM, Norwegian str., 751, Johnsen, 8th May—Singapore 4th May, Rice for Nelson.
HELEN, German str., 771, J. Johnson, 10th May—Hollow 9th May, Sundries—Jensen & Co.
HONGKONG, British str., 1,000, Brymer, 11th May—Swatow 10th May, General—Butterfield & Swire.
HOLSTEIN, German str., 1,160, Niejahr, 10th May—Swatow 9th May, General—Chinese.
HONGKONG, Japanese str., 3,447, E. Bent, 9th May—San Francisco 10th April, General—Tokyo Kisen Kaisha.
HONGKONG, British str., 2,350, W. Dawson, 9th May—Singapore 4th May, General—Chinese.
KEONG WAI, German str., 1,115, T. Kohler, 8th May—Bangkok 2nd May, Rice—Micheles & Co.
KERNAN MARU II, Japanese str., 1,572, K. Asai, 8th May—Saigon 3rd May, Rice.
KISAKA MARU, Japanese str., 2,371, K. Yoshimura, 13th May—Saigon 9th May, Rice—Dowell & Co.
KIYO MARU, Japanese str., 1,048, S. Hirai, 10th May—Saigon 5th May, General—Gilmann & Co.
KUEICHOW, British str., 1,215, Hooker, 12th May—Tientsin 5th, and Chefoo 7th May, General—Butterfield & Swire.
KUMANO MARU, Japanese str., 3,147, N. Matheson, 13th May—Manila 11th May, General—Nippon Yusen Kaisha.
LEUNG MARU III, Japanese str., 1,375, T. H. Matephoff, 9th May—Saigon 4th May, Rice and Flour—Fukushima & Co.
LOCKSMAN, German str., 1,020, W. Taubert, 13th May—Bangkok 3rd May, Rice—Butterfield & Swire.
MASAN MARU, Japanese str., 702, J. Sakurai, 1st May—Tamsui 5th May, General—Osaka Shosen Kaisha.
MONTAGUE, British str., 3,953, Shubinson, 5th May—Yankee B.C. 8th April, General—C. P. R. & Co.
NANCHANG, British str., 1,040, D. Graves, 10th May—Newchwang and Chefoo 4th May, General—Butterfield & Swire.
NORONCA, Corsea str., 850, Markusen, 11th May—Saigon 5th May, Rice—Order.
OCEANIC, French str., 2,928, Magnien, 13th May—Saigon 4th May, General—Marseilles Maritime.
PALMISTON, Dutch str., 1,109, N. T. Delmeijer, 8th May—Singapore 2nd, Oil—Order.
PHU PHEN, Chinese str., 1,051, J. H. Scott, 12th May—Saigon 8th May, General—Chinese.
PROMETHEUS, Norwegian str., 1,024, Ole, Koenigsmann, 5th May—Bangkok 4th May, Rice—Nippon Yusen Kaisha.
ROBEY, British str., 1,611, R. W. Almond, 13th May—Manila 10th May, General—Shewan, Tomes & Co.
SEIGORIO, German str., 3,796, C. Schöfssel, 8th May—Hamburg 11th March, General—Hamburg American Line.
SHAKANO MARU, Japanese str., 2,064, T. Sugi, 12th May—Saigon 5th May, General.
SINGAN, British str., 1,047, J. Jamieson, 11th May—Haiphong and Haibow 7th May, General—Butterfield & Swire.
SKRANSHAN, Norwegian str., 890, A. Shanten, 8th May—Bangkok 1st May, Rice—Agard, Thorson & Co.
TAKOSAN MARU, Japanese str., 1,996, N. Novaten, 11th May—Kobuchizaki 6th May, Coal—Mitsui Bussan Kaisha.
TAMBA MARU, Japanese str., 3,802, C. H. Butler, 13th May—Japanese ports via Shanghai 10th May General—N. Y. K.
TINE SANG, British str., 1,000, Reynolds, 10th May—Shanghai 4th May, General—Jardine, Matheson & Co.
WONGKAI, German str., 1,414, W. Reher, 13th May—Bangkok, 6th May, Timber and Rice—N. D. L.
YUENANG, British str., 1,040, Meyrick, 13th May—Manila 10th May, General—Jardine, Matheson & Co.

SAILING VESSELS.

TWEDDALE, British str., 1,403, W. Haslewood, 27th April—Fremantle Island 23rd Feb, Lustralwood—Gilmann & Co.

PASSENGERS.

Per Oceana, from Hongkong, for Shanghai, Messrs. Huber, E. V. Salamans, J. Quin, H. E. D. Hancock, H. Wei and boy, James G. Brown, J. D. Smedley, Wm. B. Boyce, A. R. de Rosa, and K. Gunn; for Yokohama, Messrs. Ch. Bryan, J. F. Gale and G. Quillou.

Per Salaric, from Hongkong, for Saigon, Mrs. Harris and child, Lieut. Pasquet, Lieut. Hall, Howell, Messrs. Brown, Marinet, Sorvonnat, and D. Rnd; for Singapore, Mrs. Santaga, Messrs. Wm. Fennie, A. Blow, Auslander, Newhouse, and F. A. Anderson; for Marseilles, Bishop Marcel, Rev. Lagin, Messrs. Melligan, and Darren.

Per Nikko Maru, from Nagasaki, for Hongkong, Mr. and Mrs. C. Carrigan, Mr. and Mrs. S. Yemura, Mr. M. Nakayama, Mr. and Mrs. A. H. Lyndon, Capt. B. Lundholm, Messrs. B. Cherry, H. Reber, S. B. Van Lee, W. A. Wilson, H. Strong, J. S. Potter, T. Tonobara, and H. Kato; for Manila, Mr. and Mrs. S. de Rosario and child, (2) Miss and Master Rosario, Mrs. M. Poteladze, and Miss C. Hurst, Miss M. Poteladze, and Miss C. Hurst, for Townsville, Mr